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"A Masterpiece of Modern Fiction."
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By
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"One of the best books of our
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Largest and best collection of
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Between 64th and 65th Sts., N. Y.

USE SLOAN'S TO
WARD OFF PAIN

LITTLE aches grow into big pains
unless warded off by an applica-
tion of Sloan's. Don't rub, as
it penetrates. A counter-irritant,
Sloan's scatters congestion, and soon
relieves the ache and pain.

Rheumatism, neuralgia, sciatica,
lumbago, lame back, stiff joints,
sprains and strains won't fight long
against Sloan's Liniment.

Always keep it handy for instant use.
For more than forty years, Sloan's
Liniment has helped thousands the
world over. You won't be an excep-
tion. It certainly does produce results.
You just know from its stimulating,
healthy odor that it will do you good.
Ask your neighbor.

At all druggists—35c, 70c, \$1.40.

Sloan's
Liniment

Makes Sick Skins
Well. One of Dr. Hobson's
Family Remedies. For a clear,
healthy complexion use freely.

Dr. Hobson's
Eczema Ointment

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LEARN LANGUAGES
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Learn Spanish, French, Italian, Ger-
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School and reap real social and busi-
ness success. Our superior methods
have 45 years of success back of them
and have enabled us to build up a
system of 200 schools all over the
world. Private or Class Instruction
day and evening. Call, write or phone
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Manhattan: 30 West 34th Street.
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WEIGESTER
Studio of Vocal Music,
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Write for Booklet H. At Moderate Rates.

SUPERIOR
VOCAL
TRAINING

WHY HESITATE TO ENROLL.
From the public demand for DOCTORS OF
PHILOSOPHY is constantly increasing.
Join our Nov. 20 classes and win success.
NEW YORK COLLEGE OF PHILOSOPHY,
245 W. 124 St., N. Y.

MILLER SCHOOL,
Lexington Ave., at 23d St.
Fall and Winter Classes Now Forming.

An advertisement in the Lost and
Found columns of THE NEW YORK
HERALD offers a real possibility of
recovering your lost property.

BIG QUEUES LINE UP
AT MILK STATIONS

Pail Carrying, Rendered Al-
most Obsolete by Volstead,
Comes Back Again Here.

HOSPITALS GET SUPPLIES

Companies Deny Drivers'
Charge That Babies Were
Neglected by Them.

New York was in the position yester-
day of being surrounded by milk, but
having little of it to drink. A few
families, the hospitals and babies' milk
stations obtained a supply, but the
majority of the people of the city drank
their coffee black. It was a day in
which the milk, which went out of fash-
ion with the rise of Mr. Volstead, came
back into its own not only in the poorer
sections but even along Fifth avenue,
from where milkmen rode in upholstered
limousines to points at which they might
obtain milk.

Although large crowds of men, women
and children gathered around the whole-
sale plants of the companies in the dif-
ferent boroughs they were orderly and
inclined to be cheerful. These stations
were under heavy police guard, and al-
though pickets were in evidence every-
where the first day of the strike passed
without any violence worth mentioning.
Most of the milk that came into the city
Monday night and was held up at the
railroad terminals by the strike was at
the terminals last night, but in most
instances in ice houses, where it will be
held until the milk companies are in a
position to remove it.

The hospitals, unable to wait until
the milk companies with their limited
facilities could get milk to them, im-
pressed their ambulances into the haul-
ing service. Most of the institutions had
enough milk on hand to provide for
the patients' breakfast and by noon
their ambulances were arriving filled
with milk cans. Delegates of the
drivers' union said they found it im-
possible to carry out the promise made
to Mayor Hylan Monday night because
the companies would not let the men
take out wagons to deliver milk to the
hospitals and baby milk stations.

Hospitals Get Needed Milk.

This charge was denied by the New
York Milk Conference Board. But, dis-
regarding the counterclaims of driver
and distributor, the outstanding fact
was that the hospitals got all the milk
they needed and without any great delay.

Every New Yorker went to bed Mon-
day night uncertain whether the bottle
would be on the front porch in the morn-
ing, but one glance out of the window
yesterday morning told them in terms
fully as convincing as the headlines of
the newspapers that the man with the
white coat and peak cap had not been
around. It was a case of pull on the
trousers rapidly and dash to the nearest
grocery. If he did not have any milk
why the fellow further down the street
probably had some, and so on. The
search proving fruitless, Mr. Average
New Yorker bought a can of evaporated
condensed, powdered or some other
form of milk. While not like the top
of the bottle the substitute at least filled
the can.

Lines began to form at the milk
depots soon after sunrise and about the
time New York really was awake the
milk can army was descending on the
depots at the rate of about twenty per-
sons for every available quart of milk.
Mothers with babies in arm vied with
barefooturchins for strategic places on
the line, and no matter how hard the
policemen would plead and implore, the
line would twist and bend. At a few
of the stations in widely separated parts
of the city strikers jeered at the milk
can carriers, but few went any further.
The milk wagon horses, inseparable
companions of the drivers, were the ob-
ject of much concern during the day.
It is part of the driver's job to feed and
care for his animal. Some of the stables
have as many as 200 horses, and
aside from the drivers there are no
other facilities for caring for them.

Dispute Over the Horses.

At some barns it was stated at noon
that the horses had not been cared for,
but George W. Briggs, general auditor
and receiver of the Milkmen's Union,
said this was not true. In the absence
of proof to the contrary Mr. Briggs's
word seemed to prevail. The milk com-
panies issued statements placing blame
for the strike on the drivers and char-
acterizing the tactics of the union dele-
gates as arbitrary. The distributors as-
serted their suggestion for arbitration
was turned down by the drivers. They
pleaded for the patience of the public,
and said they would ask the police for
all protection necessary to reestablish
their distributing systems.

END OF STRIKE OF
MILK MEN LIKELY

Continued from First Page.

out at the meeting. Mr. Briggs, the
commissioner said, denied emphatically
that there was any conspiracy, frame
up or collusion on the part of the union.
Mr. Nathans said the suggestion was
too ridiculous to be dignified by a de-
nial.

Mr. Briggs said he would arrange a
meeting of the strikers for to-night, at
which he would report the result of this
morning's conference. He expressed the
hope that he would be able to obtain
Madison Square Garden for the purpose.
The leader could not say who the drivers'
selection as arbitrator would be in the
event of both sides agreeing to arbitra-
tion, asserting that that was a matter
for the strikers to decide. Mr. Briggs
said there was no question, however,
but that the strikers would be repre-
sented at today's meeting.

"Our word is our bond and we will
be present," he said.
The first day of the strike went on
with but little disorder. Two or three
arrests were made in widely separated
sections for disorderly conduct growing
out of arguments between strike pickets
and persons carting milk from distribut-
ing stations. James Kolaitis, a grocer
of 2319 Third avenue, was attacked in
front of the Borden plant at 235 East
103d street by ten strikers. A pushcart
on which the grocer was hauling 144
quarts of milk was upset. Two men
were arrested by police after a chase
in which several shots were fired. The
third arrest was that of Samuel
Loveroso, aged 25, of 1922 Second avenue,
on a charge of knocking a bottle of milk
from under the arm of Henry Hadigon
of 17 East 104th street.

Eleven independent milk companies
signed agreements with striking drivers
to abide by the outcome of the strike
and in the meanwhile to pay the \$5 in-
crease asked. These were the only com-
panies that succeeded in making house-
hold deliveries yesterday and their fac-
ilities were so limited that they could
care only for their regular customers.
Their wagons went out placarded with
notices announcing that "this is a union
wagon" and telling of the agreement
with the drivers. The wagons carried
the milk from the Jersey City railroad
terminals without incident.

Reports from other points within the
metropolitan district affected by the
strike indicate there was no disorder
worth mentioning anywhere during the
day. The city authorities of Yonkers,
Bridgeport, Mount Vernon, Newark and
Paterson notified the Milk Conference
Board that they would allow the use of
all public buildings for the distribution
of milk and that if necessary they would
impress their respective fire departments
into the milk distributing service.

The milk board took under considera-
tion the advisability of asking Gov. Mil-
ler to assign the State police to watch
the milk routes outside the city limits.

All of the large milk companies in-
serted advertisements in the late after-
noon newspapers of yesterday offering
work to men and women in their plants
on the open shop basis. The advertise-
ments advised the people also not to
pay their milk bills to the striking
drivers.

In regard to this warning it was re-
ported that the strikers have collections
totaling more than \$1,000,000 in their
possession, but it has not been turned
into their respective companies, but this
could not be verified. It was stated,
however, that the companies would not
suffer a loss if such were the case, as
the policy of keeping a month's wages
of every driver as security for their col-
lections more than covered any losses
the companies might suffer through such
defaulters.

Your Grocer Isn't Striking!

So you needn't worry about
the milk strike. Go around
the corner to your grocer's
and get a supply of the most
delicious milk in the world—
richer than bottled—pure—
and always handy. Be inde-
pendent of the milk man.
Use

NESTLÉ'S
LION BRAND
MILK

Condensed (Sweetened) Evaporated (Unsweetened)

At Your Grocer's

At Your Grocer's

At Your Grocer's

At Your Grocer's

At Your Grocer's

At Your Grocer's

At Your Grocer's

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CANAL OPERATORS
SEEKING TONNAGE

Barge Facilities Ample to
Handle Tremendous Amount
of Additional Business.

The Great Lakes, Hudson and Atlan-
tic Waterways Association, which con-
sists of the barge canal operators, ocean-
going steamship men and shippers, has
been organized for the purpose of
stimulating the maximum tonnage on
the barge canal and the east and west
bound movements from Buffalo to the
Great Lakes.

Many shippers, it is said, are ignorant
of the tremendous capacity of the new
canal. They think of it as a modifica-
tion of the old Erie Canal, whereas, it
is an entirely new waterway costing
\$165,000,000 and represents the latest
application of engineering science to the
problem of regulating inland water
transportation.

The canal was opened in 1918 and
was utilized by the Federal Government
for two years for the purpose of Gov-
ernment transportation during the war.
It was returned to the State only a
year ago, so that the present navigation
season is the first year that the canal
has been made available for private
operation.

Responsible business organizations
have contributed additional steel barges
and added considerable capacity to the
loading equipment. The Transmarine
Line, Canal Division, is operating four
fleets, of five steel barges each, on the
canal, with a capacity of 2,000 dead-
weight tons. The New York Canal and
Great Lakes Corporation has taken
on the best barges from the Gov-
ernment fleet and is also operating them.
The Interwaterways Line, Inc., has
contributed self-propelling barges with
a capacity of fifteen to eighteen
hundred tons. These companies have
increased the tonnage of the canal dur-
ing the past season, especially in grain,
although they have also demonstrated
the value of the canal for the trans-
portation of other bulk freight—steel
rails, copper, pig lead, lumber, brick and
other material. Considerable westbound
movement has been effected by co-
ordinating the barge lines with ocean-
going steamers in the port of New York.

The officers of the Great Lakes, Hud-
son and Atlantic Waterways Association
are: President, Dr. Henry Moskowitz;
vice-president-at-large, Edward S.
Walsh; district vice-presidents, John
G. Barry, A. Miller McDougall, E. R.
Carhart, Albert Kreil. The district di-
rectors are: Peter G. Ten Eyck, W.
H. Nicholson, Murray Hulbert, W. B.
Sanderson, C. E. Holden; treasurer, P.
H. W. Rose; Secretary Gordon P. Gleason
of Albany.

Among the members are the Ameri-
can Paperette Company, United Ameri-
can Line, Globe & Rutgers Fire In-
surance Company, Elton B. Hooker, Frank
B. Hall & Co., Borough of Queens,
Charles of Commerce, General Electric
Company, Transmarine Corporation
(Canal Division), Inland Marine Cor-
poration and the Lake Champlain Trans-
portation Company.

NORTH GERMAN LLOYD READY.

BERMEN, Nov. 1.—The North German
Lloyd Steamship Company announces
the reopening of direct communications
with the United States in January, when
the New York agency, in charge of for-
mer Director Helmut, will be reestab-
lished.

The steamship service will begin in
January.

2,000 WAR HOUSES
TO GO AT AUCTION

Joseph P. Day Commissioned
by Shipping Board to Sell
Structures.

Joseph P. Day announced last night
that after a series of conferences with
Albert D. Lasker, chairman of the
United States Shipping Board, and
Joseph W. Powell, president of the
Emergency Fleet Corporation, he had
been commissioned to sell about 2,000
houses erected by the Government dur-
ing the war for the use of officers and
employees of the ship building yards
which were then constructing vessels
for the Shipping Board. Mr. Day said

that the sale would be the largest auc-
tion of real property ever held in the
United States.

The task of selling the houses will
begin with the ones erected at Camden,
N. J., and Bristol, Pa. The sale of these
structures is expected to relieve some-
what the housing situation in those dis-
tricts and in addition to bring into the
Government's treasury some millions of
dollars now invested in the buildings.
The houses in Camden are situated
within twenty minutes of the Philadel-
phia City Hall.

Mr. Day said that he had been given a
free rein to use whatever means he
thought best to sell the houses for the
highest possible prices. To this end he
will soon begin an extensive advertising
campaign calculated to reach every pros-
pective purchaser of a house of this type
in the territory affected. He said that
the houses at Camden and Bristol are
particularly fine in type and construc-
tion, and the Government has improved
the neighborhood by laying sidewalks,
curbs and cement roadways, in addition
to installing gas, water and electricity
mains in every street.

Last year Mr. Day sold several hun-
dred houses erected at Bridgeport, Conn.,
by the Remington Arms Company.

Second Floor Cafeteria

For Ladies and Gentlemen
Self Service from 11 A. M. to 8 P. M.

Today's Specials

Navy Bean Soup au crouton 10c
Consomme with vegetables 10c
Fried Codfish with Tomato Sauce 35c
Beef Steak with vegetables 35c
Haricot of Lamb 40c
Brown Roast Beef Hash with Poached Eggs 40c
Roast Beef au jus 40c
Spaghetti, Italian 30c
Individual Pork and Beans, Boston Brown Bread 30c
Chopped Fresh Beef Steak with Onions 35c
Pork Chops 50c
Great Lakes 50c
Delicious Coffee with Cream 05c
Pies and Pastries, home baked 10c

Take elevator or walk a few steps up

KEMPER'S

Main Floor—Restaurant Second Floor—Cafeteria
136 West 42nd Street

136 West 42nd Street

136 West 42nd Street

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HARRIMAN NATIONAL BANK

Fifth Avenue and 44th Street
NEW YORK

New Days and Old

As a man grows older he begins to make com-
parisons of individuals and things. Society was more elegant
and refined; the food is not so good as when he was
a boy; the plays are not so good; the times are not so
good. There was more snow in winter, and the summers
were warmer or colder. Even the stars in the firmament
were brighter a quarter of a century ago to a man, say,
twice that age.

With the drift of years we cling more closely to our
old ideas and ideals. Yet it may be true that the new
generation must concede something to us in the par-
ticular matter, at least, of public services. How many
Lincolns, Cleverlands, Hays, McKinleys and statesmen
of such substance are at the helm of the ship of state to-
day? How many Morgans, Hills, Huntingtons and
Strathcons are there to guide the financial bark through
the whirl of waters? It is not in a note of pessimism
that we ask the question, but merely to suggest that
here is the opportunity for leadership. Where, however,
are the leaders?

If the averages tell the tale, whether of the dura-
tion of man's life, the amount of rain-fall, the number
of motions in a manufacturing operation, or whatever
it may be where results may be figured and translated
into facts, the Harriman National Bank inclines to the
belief that these men will come again; it must be so.

Times change, and we change with them. The
prophecy of to-day becomes the accomplished fact of
to-morrow. Probably "the good old days" are now
with us, but we are lacking in perception to realize it.

BANKING HOURS FROM 9 O'CLOCK A. M. TO 8 O'CLOCK P. M.
SAFE DEPOSIT VAULTS OPEN FROM 2 A. M. TO MIDNIGHT

BORDEN'S PATRONS
TAKE NOTICE

All our route salesmen are now on strike.
They have no authority to make collec-
tions of accounts. You may send your re-
mittance through the mails or payments
may be made at our branches. Under no
consideration pay any one calling at your
home until further notice.

You may be sure that every effort will be
made to resume regular service to your
homes as speedily as possible. In the
meantime, milk may be secured at our
delivery branches. Look them up in your
telephone directory. Also from any
dealer handling Borden's Milk.

Regarding the strike—every effort has
been made by this company to settle with
our employees on a most reasonable
basis, making no reductions in the present
scale of wages or working conditions.
Our route salesmen at present earn from
\$43 to \$65 per week. The increased de-
mand by them of \$5.00 per week is an in-
justice to the public who would have to
pay the bill. We ask your indulgence
and consideration.

Borden's Farm Products Co., Inc.

Main Office
63 VESEY ST. New York City

63 VESEY ST. New York City

63 VESEY ST. New York City

63 VESEY ST. New York City

63 VESEY ST. New York City

63 VESEY ST. New York City